

Appendix 5.6-1 Local Coastal Program Consistency Analysis

Appendices

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California Coastal Act and Local Coastal Program Consistency

The Coastal Act requires projects within the Coastal Overlay Zone to be consistent with standards and policies addressing public access, recreation, marine environment, land resources, development, and industrial development. The proposed project includes an LCP Land Use Plan that requires approval by the City, and certification by the CCC. In order for the CCC to certify the LCP, the CCC must determine that the LCP is consistent with the policies contained in Chapter 3 of the California Coastal Act. To assist the CCC in its determination, an evaluation of the proposed project with these policies is contained in Table 1, *California Coastal Act Consistency*. As demonstrated in the table, the LCP would be consistent with the Coastal Act, and no associated land use policy consistency impacts would occur.

Table 1 California Coastal Act Consistency

Public Resources Code §	Analysis	Consistency Analysis	Consistency Determination
Article 2 Public Access			
30210	Maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.	<p>Fiesta Island does not include private property; the goal for Fiesta Island, as adopted in the Mission Bay Park Master Plan, is for Fiesta Island to be “An area which supports diversity of regional-serving public and nonprofit recreation and natural resource management and enhancement uses.”</p> <p>A variety of informational signage is proposed throughout the island to enhance directional/navigational/wayfinding purposes. Island-wide improvements include modifications and enhancements to access, in order to improve connectivity through the island.</p> <p>Various recreational opportunities would be provided for all people consistent with public safety needs; the 5-foot bike lane would be separated from the 12-foot travel lane, by a 3-foot buffer, and enhancements of the existing road segments would proposed a change in direction from counterclockwise to clockwise, to allow the bike lane to be positioned to the right of traffic and separated from parking.</p> <p>Natural resource areas, such as sensitive habitats and nesting sites, would be protected by fencing, gates, buffers, and seasonal closures.</p>	The proposed project is consistent with this policy.
30211	Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.	Public access to the beaches would not be restricted, except in areas where restoration, habitat preservation, and nesting sites would occur. A portion of the shore in the North Subarea is restricted, and swimming, beaching, or launching/retrieval of personal water crafts is not allowed. Development and improvements of roadways and parking areas would enhance the public’s access to the beaches.	The proposed project is consistent with this policy.

Table 1 California Coastal Act Consistency

Public Resources Code §	Analysis	Consistency Analysis	Consistency Determination
30212	(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated access way shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the access way.	Public access to the beaches would not be restricted, except in areas where restoration, habitat preservation, and nesting sites would occur. A portion of the shore in the North Subarea is restricted, and swimming, beaching, or launching/retrieval of personal water crafts is not allowed. Fiesta Island does not include agricultural or military uses. Fiesta Island Road would be realigned to limit impacts to sensitive habitat.	The proposed project is consistent with this policy.
30212.5	Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.	Island-wide improvements include changes to parking, including beachside parking. Parking on the beaches is permitted in most locations on Fiesta Island, including along roadway edges. Options A and B of the Southwest Subarea would differ in the location of one of the parking lots in the Southwest Subarea. Under Option A, parking would be proposed at the southerly beach of the Southwest Subarea and along the access road to this parking area. Under Option B, parking would be proposed at the top of Hidden Anchorage Bay within the Southwest Subarea. New parking areas would also be proposed at the Southeast and Central Subareas, as well as formal roadside parking along both sides of the north crossover roadway.	The proposed project is consistent with this policy.
30213	Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.	The goal for Fiesta Island, as adopted in the Mission Bay Park Master Plan, is for Fiesta Island to be “an area which supports diversity of regional-serving public and nonprofit recreation and natural resource management and enhancement uses.” The proposed project would be consistent with the Mission Bay Park Master Plan, and the island would remain a regional recreation facility that is open to the public.	The proposed project is consistent with this policy.

Table 1 California Coastal Act Consistency

Public Resources Code §	Analysis	Consistency Analysis	Consistency Determination
Article 3 Recreation			
30220	Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.	The island is not expanding or reducing the area of inland waterways. Water recreation is a focus of several improvements located along the beach areas within the project.	The proposed project is consistent with this policy.
30221	Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.	Consistent with the Mission Bay Park Master Plan, the island would remain a regional recreation facility for public use. The Central Subarea would include arena seating as part of the sand recreation area; new sand volleyball courts and other sand-oriented recreation facilities would be created in the sand recreation area. Throughout the island, a multi-use path with a marked centerline would be proposed to accommodate pedestrians and bicyclists. Fiesta Island would also include trails for equestrian users. In addition to the multi-path, a compacted soil or decomposed granite side trail on each side of the concrete trail would be proposed for runners and hikers. In the Southeast and Southwest Subareas, soft surface recreation trails would be proposed; and bridges, at key locations would be proposed in order to enable people that walk and bike on Fiesta Island, using the multi-path paths and recreational trails, to cross over the road. Recreation at the North Subarea would be limited to the use of the perimeter roadway and permitted beach areas for swimming, fishing, and parking. A portion of the shore within the North Subarea would be restricted, and swimming, beaching, or launching/retrieval of personal water crafts would not be allowed to preserve habitat. Along the northern side of the crossover roadway, at the North Subarea, there would be a small area for nature viewing and wildlife observation. In the Southwest Subarea – Option A, recreational trails would be enhanced throughout the fenced leash-free dog area; adjacent to the boat storage, there would be a regional park with a playground. In Southwest Subarea – Option B, recreational trails would be enhanced throughout the fenced leash-free dog area. The Southeast Subarea would include two regional parks, a group day use and primitive camp area, and playgrounds.	The proposed project is consistent with this policy.
30222	The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.	The goal for Fiesta Island, as adopted in the Mission Bay Park Master Plan, is for Fiesta Island to be “an area which supports diversity of regional-serving public and nonprofit recreation and natural resource management and enhancement uses.” Fiesta Island is City-owned, public property intended for regional-serving and recreational uses. Residential, industrial, commercial, agricultural, and coastal-dependent industries are not part of the proposed project.	This policy is not applicable to the proposed project.

Table 1 California Coastal Act Consistency

Public Resources Code §	Analysis	Consistency Analysis	Consistency Determination
30222.5	Oceanfront land that is suitable for coastal dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses.	The proposed project does not include aquaculture uses or facilities.	This policy is not applicable to the proposed project.
30223	Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.	Three upland preserve areas currently exist on Fiesta Island – one on the northern portion, one on the central portion, and one on the southwestern portion of the island. The northern and southwestern upland preserve areas are fenced off to restrict public access, as these are habitats for least terns. Along the northern site of the crossover roadway, at the North Subarea, there would be a small area that allows for nature viewing and wildlife observation. Therefore, no coastal recreational uses would take place on the upland preserves.	This policy is not applicable to the proposed project.
30224	Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.	Under Option A of the Southwest Subarea, a new roadway that would extend south to a public parking area, would provide access to a non-motorized boat storage, nearby watercraft storage areas, and shore launching for non-motorized watercrafts. A pier, ramp, and floating dock are proposed under Option A of the Southwest Subarea. Launching/retrieval of personal water crafts is permitted throughout the island, except along a portion of the North Subarea, where it is not allowed.	The proposed project is consistent with this policy.

Table 1 California Coastal Act Consistency

Public Resources Code §	Analysis	Consistency Analysis	Consistency Determination
Article 4 Marine Environment			
30230	<p>Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.</p>	<p>The North Subarea would remain preserved habitat and habitat buffer area. At the North Subarea, the existing least tern nesting site, along with the existing berm and fencing surrounding it would remain; and a wetland habitat would be expanded to the least term nesting site. The wetland habitat, at the North Subarea, would include a mixture of mudflats, and lower, mid-, and upper-salt marsh; dredging is proposed to occur on both the western and eastern side of the island approximately at the entrance to the North Subarea to support new wetland habitat and improve water circulation by creating a channel that cuts through the island.</p> <p>In Options A and B, of the Southwest Subarea, the existing Stony Point least tern nesting area would remain as would the existing seasonal closure fencing and buffer; eelgrass restoration is proposed off the southeast shore of Stony Point. The Southeast Subarea would include an expanded fenced habitat and wetland restoration. At the Southeast Subarea, a large habitat preserve would be created to the west of the realigned Fiesta Island Road and north of the southern shore of the Southeast Subarea. At the Southeast Subarea, wetland restoration would occur in the water near the outfall of Tecolote Creek, on the north side of the causeway, and would include a portion of the beach on the island; the remaining land area would be revegetated with coastal landscape habitat.</p>	<p>The proposed project is consistent with this policy.</p>
30231	<p>The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.</p>	<p>Fiesta Island Road would be realigned to limit impacts to sensitive habitat. Improvements to the existing crossover roadway, as well as the proposed crossover roadways, would create four smaller sub-loops which would allow for protection of sensitive areas during nesting season. Additionally, gates would be constructed north of the new crossover to allow the roadway to be closed during breeding season for the least tern and provide additional protection to the least tern nesting site. The North Subarea would remain preserved habitat and habitat buffer area. At the North Subarea, the existing least tern nesting site, along with the existing berm and fencing surrounding it would remain; and a wetland habitat would be expanded to the least term nesting site. The wetland habitat, at the North Subarea, would include a mixture of mudflats, and lower, mid-, and upper-salt marsh; dredging is proposed to occur on both the western and eastern side of the island approximately at the entrance to the North Subarea to support new wetland habitat and improve water circulation by creating a channel that cuts through the island. In Options A and B, of the Southwest Subarea, the existing Stony Point least tern nesting area would remain as would the existing seasonal closure fencing and buffer; eelgrass restoration is</p>	<p>The proposed project is consistent with this policy.</p>

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Public Resources Code §	Analysis	Consistency Analysis	Consistency Determination
		<p>proposed off the southeast shore of Stony Point. The Southeast Subarea would include an expanded fenced habitat and wetland restoration. At the Southeast Subarea, a large habitat preserve would be created to the west of the realigned Fiesta Island Road and north of the southern shore of the Southeast Subarea. At the Southeast Subarea, wetland restoration would occur in the water near the outfall of Tecolote Creek, on the north side of the causeway, and would include a portion of the beach on the island; the remaining land area would be revegetated with coastal landscape habitat. At the Central Subarea, the existing sand management area, which includes sand storage, screening, kelp drying, and other operations, would be relocated. A new dirt road would be created to access the new sand management area in the Central Subarea. At the Central Subarea, the unimproved land surrounding the sand management area would be enhanced through the creation of a habitat preserve, sand dune habitat, and native vegetation plantings.</p> <p>The City's wastewater and water lines may be extended to serve the proposed campground and restroom, and would not be discharged onsite. Access and circulation improvements would be designed to minimize runoff into Mission Bay, and a bioswale of variable width would be created to capture stormwater runoff on the inland side of the enhanced roadways. The enhanced roadways would also be re-contoured to alter stormwater drainage to flow toward the interior of the island rather than over the beach and into Mission Bay. Fiesta Island is not over a groundwater basin, and is not used for intentional groundwater recharge. The proposed project proposes construction of infiltration basins limiting the peak runoff rate from the site from a 100-year storm to no greater than existing conditions, and therefore, would not substantially reduce groundwater recharge. Future proposed projects would be required to implement low-impact development (LID) BMPs, which mimic the natural hydrology of a site to minimize runoff and infiltrate or treat stormwater at the source, pursuant to the City of San Diego's Storm Water Standards Manual (SWSM).</p>	
30232	Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.	The proposed project does not include the storage or transportation of hazardous materials. Potential spillage of oil, gas, or petroleum products, from vehicles and motorized watercrafts that enter the island may occur. Roadways would be re-contoured to control stormwater drainage to flow toward the interior of the island rather than over the beach and into Mission Bay; a bio swale of variable width would be created to capture stormwater runoff on the inland side of the road, thereby reducing contaminants from entering Mission Bay.	The proposed project is consistent with this policy.

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Public Resources Code §	Analysis	Consistency Analysis	Consistency Determination
30233	The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects.	The North Subarea would propose dredging to occur on both the western and eastern side of the island (approximately at the entrance to the North Subarea) to support new wetland habitat and improve water circulation by creating a channel that cuts through the island. The intent of the dredging is to enhance habitat on and near the island.	The proposed project is consistent with this policy.
30234	Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.	Commercial fishing is not proposed, nor permitted, at Fiesta Island. Under Option A of the Southwest Subarea, a new roadway that would extend south to a public parking area, would provide access to a non-motorized boat storage, nearby watercraft storage areas, and shore launching for non-motorized watercrafts. A pier, ramp, and floating dock are proposed under Option A of the Southwest Subarea. Launching/retrieval of personal water crafts is permitted throughout the island, except along a portion of the North Subarea, where it is not allowed. Recreational boating spaces and facilities would not be reduced.	The proposed project is consistent with this policy.
30234.5	The economic, commercial, and recreational importance of fishing activities shall be recognized and protected.	Recreational fishing is permitted throughout the island, except in areas that are fenced off for nesting and habitat preservation.	The proposed project is consistent with this policy.
30236	Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for	Dredging is proposed to occur on both the western and eastern side of the island approximately at the entrance to the North Subarea to support new wetland habitat and improve water circulation by creating a channel that cuts through the island. The causeway improvements include installation of a controlled hydraulic connection between the north and south sides of the bay bisected by the causeway. This connection would allow water flow to move under the causeway using tidal action. Improving water circulation and flow would improve fish and wildlife habitat.	The proposed project is consistent with this policy.

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Public Resources Code §	Analysis	Consistency Analysis	Consistency Determination
	public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.		
Article 5 Land Resources			
30240	<p>(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.</p> <p>(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.</p>	<p>Fiesta Island Road would be realigned to limit impacts to sensitive habitat. Improvements to the existing crossover roadway, as well as the proposed crossover roadways, would create four smaller sub-loops which would allow for protection of sensitive areas during nesting season. Additionally, gates would be constructed north of the new crossover to allow the roadway to be closed during breeding season for the least tern and provide additional protection to the least tern nesting site. The North Subarea would remain preserved habitat and habitat buffer area. At the North Subarea, the existing least tern nesting site, along with the existing berm and fencing surrounding it would remain; and a wetland habitat would be expanded to the least tern nesting site. The wetland habitat, at the North Subarea, would include a mixture of mudflats, and lower, mid-, and upper-salt marsh; dredging is proposed to occur on both the western and eastern side of the island approximately at the entrance to the North Subarea to support new wetland habitat and improve water circulation by creating a channel that cuts through the island. Along the northern side of the crossover roadway, at the North Subarea, there would be a small area for nature viewing and wildlife observation.</p> <p>In Options A and B, of the Southwest Subarea, the existing Stony Point least tern nesting area would remain as would the existing seasonal closure fencing and buffer; eelgrass restoration is proposed off the southeast shore of Stony Point. The Southeast Subarea would include an expanded fenced habitat and wetland restoration. At the Southeast Subarea, a large habitat preserve would be created to the west of the realigned Fiesta Island Road and north of the southern shore of the Southeast Subarea. At the Southeast Subarea, wetland restoration would occur in the water near the outfall of Tecolote Creek, on the north side of the causeway, and would include a portion of the beach on the island; the remaining land area would be revegetated with coastal landscape habitat. At the Central Subarea, the existing sand management area, which includes sand storage, screening, kelp drying, and other operations, would be relocated. A new dirt road would be created to access the new sand management area in the Central Subarea. At the Central Subarea, the unimproved land surrounding the sand management area would be enhanced through the creation of a habitat preserve, sand dune habitat, and native vegetation plantings.</p>	The proposed project is consistent with this policy.

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Public Resources Code §	Analysis	Consistency Analysis	Consistency Determination
30241	The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the area’s agricultural economy, and conflicts shall be minimized between agricultural and urban land uses.	The goal for Fiesta Island, as adopted in the Mission Bay Park Master Plan, is for Fiesta Island to be “an area which supports diversity of regional-serving public and nonprofit recreation and natural resource management and enhancement uses.” The island does not include agricultural uses.	This policy is not applicable to the proposed project.
30241.5	If the viability of existing agricultural uses is an issue pursuant to subdivision (b) of Section 30241 as to any local coastal program or amendment to any certified local coastal program submitted for review and approval under this division, the determination of "viability" shall include, but not be limited to, consideration of an economic feasibility evaluation.	The goal for Fiesta Island, as adopted in the Mission Bay Park Master Plan, is for Fiesta Island to be “an area which supports diversity of regional-serving public and nonprofit recreation and natural resource management and enhancement uses.” The island does not include agricultural uses.	This policy is not applicable to the proposed project.
30242	All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.	The goal for Fiesta Island, as adopted in the Mission Bay Park Master Plan, is for Fiesta Island to be “an area which supports diversity of regional-serving public and nonprofit recreation and natural resource management and enhancement uses.” The island does not include agricultural uses.	This policy is not applicable to the proposed project.
30243	The long-term productivity of soils and timberlands shall be protected, and conversions of coastal commercial timberlands in units of commercial size to other uses or their division into units of noncommercial size shall be limited to providing for necessary timber processing and related facilities.	The goal for Fiesta Island, as adopted in the Mission Bay Park Master Plan, is for Fiesta Island to be “an area which supports diversity of regional-serving public and nonprofit recreation and natural resource management and enhancement uses.” The island does not include timberland uses.	This policy is not applicable to the proposed project.

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Public Resources Code §	Analysis	Consistency Analysis	Consistency Determination
30244	Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.	There are no known archaeological or paleontological resources onsite. The proposed project would not adversely impact archaeological or paleontological resources.	This policy is not applicable to the proposed project.
Article 6 Development			
30250	<p>(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.</p> <p>(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.</p> <p>(c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.</p>	The goal for Fiesta Island, as adopted in the Mission Bay Park Master Plan, is for Fiesta Island to be “an area which supports diversity of regional-serving public and nonprofit recreation and natural resource management and enhancement uses.” The island does not include commercial, residential, or industrial uses. The proposed project would not include residential, commercial, or industrial uses, nor would new hazardous industrial development be constructed. The island currently contains visitor-serving facilities; the proposed visitor-serving facilities would be developed within allowable areas of the project site.	The proposed project is consistent with this policy.

Table 1 California Coastal Act Consistency

Public Resources Code §	Analysis	Consistency Analysis	Consistency Determination
30251	<p>The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas, such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government, shall be subordinate to the character of its setting.</p>	<p>The goal for Fiesta Island, as adopted in the Mission Bay Park Master Plan, is for Fiesta Island to be “an area which supports diversity of regional-serving public and nonprofit recreation and natural resource management and enhancement uses.” Development throughout the island would be limited to visitor-serving amenities and facilities needed to maintain the operations of the island, such as a Ranger station, day/night activity center, restrooms at the primitive camping area, lifeguard tower, and a special event amphitheater. The proposed development would be compatible with the character of its surroundings.</p>	<p>The proposed project would be consistent with this policy.</p>
30252	<p>The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the</p>	<p>The proposed project would not result in commercial or residential development. The proposed project would continue to maintain and enhance public access to the coast. Circulation modifications and enhancements on Fiesta Island would be designed to accommodate pedestrians and bicyclists. Pedestrian and bicycle paths would be routed around the entry roundabout, and would not interact with vehicles at this entry intersection as a separate Class I multiuse path would offset from the loop road and a proposed pedestrian/bicycle bridge would crossover the entry road. Moreover, the causeway would be widened to include additional room for a separate space for pedestrian and bicycle traffic. Throughout the island, a multi-use path with a marked centerline would be proposed to accommodate pedestrians and bicyclists. The island would also include trails for equestrian users.</p> <p>The proposed project would change the circulation direction on the island from counterclockwise to clockwise to allow a proposed 5-foot bike lane to be positioned to the right of traffic and separated from parking. In addition to the multiuse path, a compacted soil or decomposed granite side trail on each side of the concrete trail would be proposed for runners and hikers. In the Southeast and Southwest Subareas, soft surface recreation trails would be proposed. Additionally, bridges would be proposed at key locations to enable people that walk and bike using the multi-path paths and</p>	<p>The proposed project would be consistent with this policy.</p>

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Public Resources Code §	Analysis	Consistency Analysis	Consistency Determination
	<p>amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.</p>	<p>recreational trails to cross over the road. Moreover, island-wide improvements include changes to parking, including beachside parking. Parking on the beaches is permitted in most locations on Fiesta Island, along roadway edges. Options A and B of the Southwest Subarea would differ in the location of one of the parking lots in the Southwest Subarea. Under Option A, parking would be proposed at the southerly beach of the Southwest Subarea and along the access road to this parking area. Under Option B, parking would be proposed at the top of Hidden Anchorage Bay within the Southwest Subarea. New parking areas would also be proposed at the Southeast and Central Subareas, as well as formal roadside parking along both sides of the north crossover roadway.</p>	
30253	<p>New development shall do all of the following:</p> <p>(a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.</p> <p>(b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.</p> <p>(c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.</p> <p>(d) Minimize energy consumption and vehicle miles traveled.</p> <p>(e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.</p>	<p>The goal for Fiesta Island, as adopted in the Mission Bay Park Master Plan, is for Fiesta Island to be “an area which supports diversity of regional-serving public and nonprofit recreation and natural resource management and enhancement uses.” Development throughout the island would be limited to visitor-serving amenities and facilities needed to maintain the operations of the island.</p> <p>The project site is located in the Rose Canyon Fault Zone; traces of the Rose Canyon Fault identified near the project site are between 0.25-mile and one-mile east. The nearest Alquist-Priolo Earthquake Zone is approximately 0.25-mile north-northwest. Surface rupture of a known active fault is not considered a significant hazard onsite. A primitive camping area with restroom facilities is proposed onsite, but other buildings for human occupancy are not proposed. Strong ground shaking onsite is likely in the lifetime of the proposed restrooms. Geotechnical investigations would be required for projects developed under the proposed project involving the construction of structures or other improvements such as roadways, bridges, or parking lots. Such investigation reports would provide recommendations, including seismic design parameters, that must be used in the design of the proposed buildings to minimize hazards from ground shaking. Implementation of regulations and recommendations of such geotechnical investigation reports would reduce potential impacts to less than significant. Holocene sands and silts under the site are considered susceptible to severe effects from liquefaction, including sand boils, ground cracking, vertical settlement, and lateral displacement. The geological study for the proposed project provides several preliminary recommendations to reduce hazards from liquefaction. Geotechnical investigation reports for future projects would provide recommendations for grading and foundation design to minimize hazards from liquefaction. The hydraulic fill soils onsite could be more susceptible to erosion than many native soils due to their variable. Development of the proposed project would involve ground disturbances on parts of the project site for construction of improvements and for</p>	<p>The proposed project would be consistent with this policy.</p>

Table 1 California Coastal Act Consistency

Public Resources Code §	Analysis	Consistency Analysis	Consistency Determination
		<p>modification of habitats. Each improvement will need to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) pursuant to the Statewide General Construction Permit. The permit will include best management practices (BMP) for erosion control during construction.</p> <p>Air emissions from buildout under Option B would generate slightly less emissions compared to Option A. Under both Options, the net criteria air pollutant emissions would not exceed the City’s significance thresholds. The decrease in emissions under Option B is attributed to the slightly less vehicle trips that would be generated compared to Option A. Long-term operation-related air emissions under both Options would be less than significant.</p> <p>The proposed project would make improvements to bicycle facilities. The project includes policies that support bicycle connections between transit centers, the regional bicycle network, and Mission Bay Park. The proposed project would include policies supporting pedestrian amenities, such as wayfinding signage, and marked and separated pedestrian facilities within Fiesta Island. Such improvements to bicycle and pedestrian facilities may reduce vehicle miles traveled. Trips by visitors traveling to and from the project area would take place using passenger vehicles or public transit. Passenger vehicles are expected to be mostly powered by gasoline, with some diesel and electrical vehicle use. Public transit vehicles are expected to be powered by diesel and gasoline, and potentially by electricity. Vehicle fuel use under the proposed project would be substantially less compared to the adopted plan. The project area is connected to the City’s bicycle network, nearby bus routes, and a new station on the City’s light rail network, which will be located approximately half a mile from Fiesta Island and is expected to be operational by 2021. The project area is accessible by alternative transit, which will help reduce passenger vehicle fuel use and vehicle miles traveled. Both project options would substantially increase electricity use relative to existing conditions, as the proposed project would involve erecting new facilities that would increase energy use at the site. However, the project area would use less electricity under either project option compared to the adopted plan. The new development at the site would not have any excessive energy requirements for daily operations, and the proposed project would use energy-efficient lighting and other equipment as necessary that meets or exceeds California’s energy efficiency requirements.</p> <p>The proposed project is not located in a residential neighborhood; Fiesta Island is within the Mission Bay Master Plan area, and would not have significant impacts on special communities and neighborhoods.</p>	

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30254	<p>New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division, provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.</p>	<p>The proposed project would be required utilities to support restrooms, maintenance buildings, and provide irrigation for maintained areas. Water and wastewater lines may be extended to serve the proposed campground and restrooms. To the extent possible, all utilities would be within a roadway, trail, or power. Moreover, power lines may also be extended, have the use of solar power may be used to minimize the need to extend lines.</p>	<p>The proposed project is consistent with this policy.</p>
30255	<p>Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.</p>	<p>Fiesta Island Road would be realigned to limit impacts to sensitive habitat. Improvements to the existing crossover roadway, as well as the proposed crossover roadways, would create four smaller sub-loops which would allow for protection of sensitive areas during nesting season. Additionally, gates would be constructed north of the new crossover to allow the roadway to be closed during breeding season for the least tern and provide additional protection to the least tern nesting site. The North Subarea would remain preserved habitat and habitat buffer area. At the North Subarea, the existing least tern nesting site, along with the existing berm and fencing surrounding it would remain; and a wetland habitat would be expanded to the least term nesting site. The wetland habitat, at the North Subarea, would include a mixture of mudflats, and lower, mid-, and upper-salt marsh; dredging is proposed to occur on both the western and eastern side of the island approximately at the entrance to the North Subarea to support new wetland habitat and improve water circulation by creating a channel that cuts through the island. Along the northern side of the crossover roadway, at the North Subarea, there would be a small</p>	<p>The proposed project is consistent with this policy.</p>

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		<p>area for nature viewing and wildlife observation. In Options A and B, of the Southwest Subarea, the existing Stony Point least tern nesting area would remain as would the existing seasonal closure fencing and buffer; eelgrass restoration is proposed off the southeast shore of Stony Point. The Southeast Subarea would include an expanded fenced habitat and wetland restoration. At the Southeast Subarea, a large habitat preserve would be created to the west of the realigned Fiesta Island Road and north of the southern shore of the Southeast Subarea. At the Southeast Subarea, wetland restoration would occur in the water near the outfall of Tecolote Creek, on the north side of the causeway, and would include a portion of the beach on the island; the remaining land area would be revegetated with coastal landscape habitat. At the Central Subarea, the existing sand management area, which includes sand storage, screening, kelp drying, and other operations, would be relocated. A new dirt road would be created to access the new sand management area in the Central Subarea. At the Central Subarea, the unimproved land surrounding the sand management area would be enhanced through the creation of a habitat preserve, sand dune habitat, and native vegetation plantings.</p>	
Article 7 Industrial Development			
30260	<p>Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and Sections 30261 and 30262 if (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.</p>	<p>The goal for Fiesta Island, as adopted in the Mission Bay Park Master Plan, is for Fiesta Island to be “an area which supports diversity of regional-serving public and nonprofit recreation and natural resource management and enhancement uses.” The island does not include industrial uses.</p>	<p>This policy is not applicable to the proposed project.</p>

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